

# VolksFolks

[www.volksfolks.org](http://www.volksfolks.org)

A Monthly Publication of Scenic City Volks Folks

July 2002

## NEWS





## About the Cover...

**Name: "Freaky Beetle"**

**Owner: Jai Johnston**

**Make: 1998 Cool White GLS 5-Speed 2.0**

Freaky Beetle was purchased in February of 1999 from Volkswagen of Chattanooga back when new Beetles were about impossible to get. Over the past three years Freaky has been my daily driver. Freaky has gone through a few "looks" to get where he is today. The first was of course "stock", but that didn't last long at all. The next is what I call the "Porsche look" which lasted about a year and a half. It included a graphics scheme with black stripes swooping down his side.

When those graphics needed replacing I had intended on just redoing them just like they were, but I got a crazy idea. Since Freaky was a white Beetle I thought it would be fun to make him look like Herbie from the Love Bug movies. It was not meant to last but about two months, but the first day of driving him with the "Herbie Look" changed that state of mind. The response I get when driving this car is amazing! Looks like Freaky Beetle is going to have the "Herbie Look" for a long time.



### Performance:

ABD Quick Flow Air Filter  
Custom Flowmaster Exhaust  
Neuspeed Sport Springs

Toyo Proxes Tires  
Mintex Red Box Pads

### Interior:

Custom Painted Dash  
Custom Painted Engine Cover  
Custom Painted Door Panels  
Carbon Fiber Console  
Momo Race Carbon Shift Knob  
Aluminum Door Lock Pins

Custom Graphics  
Custom Trunk Mat  
NB Logo Mats  
CD Changer Cover  
Turbo S Pedals  
Isotta Steering Wheel Cover

### Exterior

Custom Herbie Graphics  
Spoiler  
Mud Guards  
Wind Deflectors

M11-2 Wheels  
Splitters  
Euro Emblems  
Clear Turn Signals

**F  
R  
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A  
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Y**

**AUGUST**

## Volkswagen Events

**11: VW's at the Rock** Rockingham Dragway, Rockingham, NC  
Car show, swap meet and drags! For more info contact Kathy Jacobs, 229-896-4957  
sevwc@sevwc.com or Track 910-582-3400 [www.rockinghamdragway.com](http://www.rockinghamdragway.com)

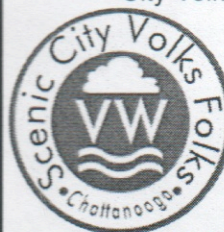
**16/17: Home of the 2003 "Type 3 Invasion"** Parma, Idaho  
vwfye@micron.net More info to come! [www.geocities.com/men-acefye/invasion.html](http://www.geocities.com/men-acefye/invasion.html)

**16-18: Buses on the River** Nolichucky Gorge Campground, Erwin, TN  
Camping Along The Banks Of The Nolichucky River  
<http://www.geocities.com/goodolevolk/busriver.html>  
FULLMOON BUS CLUB CAMPOUT

**23-25: 2002 VW's in Eureka Springs** Eureka Springs, Arkansas  
10th Anniversary Celebration (479) 750-2328 or  
vwca.ark@cox-internet.com <http://www.nwavwa.com/>

### Volks Folks NEWS

A monthly publication of Scenic City Volks Folks



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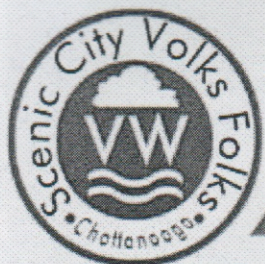


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The Official Voice of Scenic City Volks Folks

# Volks Folks Newsletter

www.VolksFolks.org

## The Prez Says...

Bug-A-Palüza 4 has come and gone. The event turned out to be bigger than we expected. With 155 show cars and numerous parts vendors as well as campers, space quickly ran out on us to fit everyone in. The worst thing we could have done was to deny admission to anyone who showed up. It looked like we would have to do that though. But we didn't. We found room for all who showed up. To turn away vendors or show cars would be the equivalent of turning away money as well as support.

My thanks go out to all of the hard working members of the club as well as to our volunteers for this event. I would also like to thank all of those who showed up in droves to support the show, including show car participants, vendors, spectators, and all those who might go unnamed in this article. I'm sure you know who you are. We raised \$2500 for the Shrine Ladies Helping Hands organization.

This issue is dedicated to all of you who worked your tails off to make the show successful. Sit back and enjoy the pictures from the show.

Till next time,  
The Prez

## Just Some Stuff You Should Know...

### March Cruise-In

The March Cruise-In at CheeBurger CheeBurger brought out approximately 30 folks and a variety of VW's to enjoy good food and fellowship. Volks Folks members, their families, friends and a few visitors enjoyed the pleasant evening eating outside on the patio while engaged in conversation. After meals were eaten, everyone gathered in the parking lot to continue the evening. Buses, Bugs, and water-cooleds adorned the parking lot commanding many looks and questions from passersby. We also picked up two new memberships that evening.

## Bug-A-Palüza 4 Show Report...

### Chattanooga, TN-

A two day festival of Volkswagens was held at Camp Jordan in East Ridge, TN on April 20-21, 2002. For the 4th year in a row, the Scenic City Volks Folks have hosted this festival for the benefit of their favorite charities, The Chattanooga Food Bank, and their newest charity, the Shrine Ladies Helping Hands. The Shrine Ladies were the volunteer help for the weekend event.

Volkswagen owners from all over the southeast showed up, in spite of the forecast of rain, and were rewarded with beautiful weather and even more beautiful examples of Germany and Mexico's finest automobiles.

For those who were looking for parts, the new and used parts vendors were numerous. From spare parts to simple tune-up parts, to parts for a complete engine overhaul, and even entire parts cars, anything you needed was for sale. And toys for the collector were as numerous as the real cars.

If show cars are your thing, there were plenty of finely crafted show cars set up on display, whether original stock, or custom. The trophies for the show class winners were handcrafted with wood and VW connecting rods. A lot of time and effort went into making these trophies, the main effort being headed up by the Vice President of the Scenic City Volks Folks, Herb Keedy. They have got to be the best looking trophies in show car history!

Many thanks go out to the number of volunteers, club members, parts vendors, show car participants, and spectators who showed up to make this year's Bug-A-Palüza the best one to date. This is one show not to miss for next year. Keep tuned to [www.volksfolks.org](http://www.volksfolks.org) for the latest updated information regarding the South's premier Volkswagen festival, Bug-A-Palüza!

**Full show results on page 7...**

## New Members...

Eric Bushey  
James and Kimberly Stephens  
Richie Edmonson  
Scott Hollingsworth  
Andrew Smiley

We would also like to welcome our newest addition to the club...our enclosed trailer. Look for it on the highways and byways...or at a SCVF meeting near you!

## Our Meetings...

We meet at 7pm on the third Monday of each month at Wally's



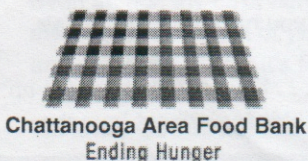
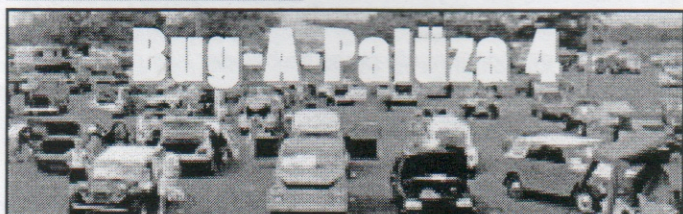
Restaurant on Ringgold Road. Wally's is located just west off of I-75 at 6521 Ringgold Rd. Chattanooga, TN.

Officer nominations were held at the May meeting, and officer elections were held at the June meeting. The August meeting will be held at the same place at the same time on August 19th, where the new officers will assume their roles. The new officers are:

**President** – Herb Keedy  
**Vice President** – Zen Hendricks  
**Secretary** – Shasta Johnson  
**Treasurer** – Cindy/Lamar Lewis  
**PR/Historian** – Misty Henderson

We want to welcome the new officers into their new positions for the 2002-2003 year!

We support the Chattanooga Area Food Bank. We would like for everyone attending a SCVF meeting to bring in two cans of food to donate to the food bank.



Chattanooga Area Food Bank  
Ending Hunger



# Bleed It Till It Brakes

By Zen Hendricks

Air. It makes life on earth possible. In your tires it helps cushion the ride. In the engine compartment it makes it possible for your engine to run and takes away the excess heat (whether it's an "air cooled" or "water cooled" vehicle, but we had that discussion last month). But there is a place in your vehicle where air can be deadly . . . your brake system.

It's easy to make a vehicle go. If you have a hill, you don't even need an engine. But once you get it rolling sooner or later your going to have to stop. That's why you need brakes. Well, just like making it go without an engine, it WILL stop without brakes, but it won't always be pretty . . . in fact it could be deadly. That's why making it stop ALWAYS takes priority over making it go.

A hydraulic brake system on older VWs is pretty simple. Some of the newer systems are a little more complicated, but they work on the same basic principle. When you press on the brake, fluid is pushed out of the master cylinder, through the brake lines and into the wheel cylinders. This moves the pistons in the wheel cylinders out, pressing the brake shoes against the drums (or the pad against the rotors on disk brakes). The friction between the shoes and drums (or pads and rotors) brings the vehicle to a stop. This is possible because brake fluid can't be compressed. When you create pressure anywhere in the system, you create pressure everywhere in the system.

Pretty simple.

OK, now lets put a couple of small air bubbles in the system and see what happens. You press on the brake pedal, fluid moves out of the master cylinder through the system . . . but before it can create the necessary pressure in the wheel cylinders, it must compress the air. It takes more travel of the pedal to get the same braking effect as before, and it feels like you're stepping on a wet sponge. Add a little more air and you have to rapidly pump the master cylinder several times before you compress all of the air completely . . . by then it might be too late. So, anytime you have the system opened (if you replace a master cylinder, wheel cylinder, hose, etc.) you have to bleed the air out.

OK, we all know how to do this . . . have someone pump up and hold the brakes, then open the bleeder furthest from the



master cylinder, close the bleeder . . . pump it up, open the bleeder, close the bleeder . . . pump it up . . . etc., etc., etc. There is an easier way! Pressure bleeding is the way to go! The only problem is pressure bleeding systems are expensive, and most of us can't justify buying one for home use. But you can make one.

I bought one of those "Mity-Vac" vacuum bleeders a couple of years ago and it sucked in more air around the bleeder screws than it did fluid and air from the wheel cylinders . . . I got ticked, tossed it aside and went back having some one pump the pedal for me. Then I read a post on an Internet forum about pressure bleeders that got me to thinking. Usually, this is the beginning of a disaster, but not this time! I took a brake fluid reservoir cap and cut a piece of rubber to fit snug in the top of it for a seal. I then drilled a hole in the rubber and cap and installed a valve stem from an old wheel, removed the valve core then fitted a long piece of the hose that came with the Mity-Vac over the end of the valve stem. If you put the hose on the vent outlet of the Mity-Vac it pumps instead of sucks. Now I can fill up the fluid reservoir, put this cap on it and use the Vac to up pressure on the reservoir. It isn't capable of creating enough pressure to bust anything. When it gets to a certain pressure the spring in the pump can't return the trigger, so it works perfect for this!

Once it's under pressure, just go to the right rear wheel, and open the bleeder screw (use a piece of hose and a jar to catch the old fluid). When it runs out of pressure, close the bleeder and go pump it up again. Just don't let the reservoir run dry or you'll be starting over. A second person running the pump really speeds it up, but it goes pretty fast working alone. Even after air stops coming out, keep going until the fluid coming out is as clean as the new fluid you are pouring in the reservoir. After the right rear, do the left rear, right front, and left front. Now you not only have ALL the air out of the system, it has all new fluid.

Brake fluid absorbs water vapor from the air . . . which over time creates rust and corrosion in the system . . . which causes wheel cylinders and master cylinders to go bad. That's probably why you're working on the brakes in the first place! Most of the "experts" say you need to completely flush your fluid ever two years. Pressure bleeding makes it easy! The first time I used my home made pressure bleeder I couldn't believe how easy it was! I have been bleeding brakes (or helping bleed them) since I was tall enough to reach the pedal...





## Pass the Doan's, Please

By Travis Barefoot

Do you remember things told to you when you were a child? Things like, "Study hard, your future depends on it" or "Make sure you eat all of your vegetables. They'll make you grow up big and strong." Some things were pounded into your brain as the gospel truth by parents trying to raise you properly. Other words of wisdom came from teachers, friends, preachers, or role models. The one thing that mattered to these people, at least in theory, was the betterment of yourself. One of my favorite sayings (I actually should have heeded this one) was "Sit up straight!"

In my elementary school, several times a year, experts would come and test the vision, depth-perception, color-blindness, posture, and whatever else they could think of to poke, prod or otherwise test us, the proverbial guinea pigs. I remember most of these little tests, but the one that sticks in my mind is the good posture test. According to the expert and the lecture given (complete with posters showing perfect posture) good posture would lead to a healthier life, would make one seem taller, and make you feel better. The sophisticated procedure consisted of having us stand with our backs up against the wall and then sliding a hand in the small of our backs to "measure" our posture. If their hand went between the wall and our backs relatively easy, then we were proclaimed "posture-perfect." I recall that the space behind my back was a little less than perfect, mainly because there was contact with the hand, my back, and the wall. In order to make my posture "perfect"; I had to arch my back until there was sufficient space back there for the ruling hand to pass. But there was pain involved. Arching my back in order to achieve the Perfect Posture Award felt more unnatural than the slack slump of being comfortable. Of course I tried over the course of my past 25 or so years to get the proper angle and alignment of my spine. Whenever I felt like I was slouching or stooping, I would straighten up and arch my back. But it was always with a twinge of pain and discomfort.

How does this tie into anything remotely close to Volkswagen? Let me tell you how. The seats in (my) vintage Volkswagens are made to either contribute to perfect posture or made to keep me in pain. I'm not knocking the seats, mind you. I am only stating that my back hurts while being subjected to the joy of sitting in them. Is that because the seats are made to make you sit up straight, therefore in the proper position? Or is it that they are poorly designed seats, putting the person sitting in them unneeded pain?

In my '79 Westy, the seats are way too uncomfortable.

The way the steering wheel is positioned encourages me to slouch. After catching myself slouching, I sit up straight and tall, starting the dull ache in my lower back. The actual seat has lost it's padding, and I have placed an extra-thick padding under the seat cover, which in turn makes me sit higher, and a very long trip makes all feeling go out of my "hind quarters". I'm sure that if I took the time, money, and effort to remedy this situation, it would be a more comfortable drive. But I haven't and still drive it anyway.

My '78 Bus has seats that are a little bit more comfortable...but they have good padding in them. The seat backs are still just as straight and posture perfect as the '79's and sitting up straight again sends a dull ache into the low part of my back. I drive this bus everyday. And I usually end up slouching without really realizing it. But I still keep on driving it, regardless of the pain.

Outside of the '93 Eurovan (Creature of Comfort!), the '71 Fastback has got to have the most comfortable seats of them all. They have this angle to them that makes me feel as if I am in a recliner. The springs could have a little more padding between them and my posterior, but there is enough there to



not really make a difference. The posture perfect features are still there (Sit up straight!) but not as much as in my other air-cooled VWs. And this one still sees the road from time to time, mindless of any pain felt.

I don't think that it is the seats' fault. They are finely made. Posture perfect, I might add. My back hurts because it is forced to be in a position that it is not used to being in. I don't slouch, but then again, I don't always stand or sit up straight either. Elementary school fear-inducing, future-deciding tests didn't seem to make a difference. But vehicles that I choose to love and drive (and there's a lot of loving and driving going on here!) are doing what parents, teachers, doctors and yes, even strangers have failed to do...make me sit up straight! Even though my back hurts every time I have the urge to heed the words of wisdom of yesteryear, I continue to drive, love, and curse my VWs. It's for the betterment of myself.

Till later, GoBusGo!



# Tri-State Import

*Your one-stop source for all VW parts!*



## TRI-STATE TECH TIP OF THE MONTH:

Many times through the years I have had customers call and say, "I need a carburetor for my Bug, but don't want a Solex...they are junk!" Actually, the stock Solex carburetor is the "best all around" carb for the VW. What the customer is not doing is comparing "apples with apples" so to speak. His carb probably is junk, because it is 25 or 30 years old, and has 250,000 miles on it. The throttle shaft has been opened and shut millions of times, wearing the shaft and shaft bushings, allowing air leaks around it. The most common problem experienced when installing a new Solex carb is most people do not adjust them properly, or have not set their ignition points or timing correctly prior to trying to adjust the new carb. The screw on the throttle arm IS NOT the idle adjustment. Turning it inward will let fuel seep down into the engine after it has been turned off. When you buy your new carburetor from us, we will tell you exactly what needs to be done to ensure you get it installed right. Of course, when you buy from **TRI-STATE IMPORT**, free advice always comes with the part we sell. That's the Tri-State Difference!

When you deal with **TRI-STATE IMPORT** in Cleveland, you deal with a one man show. I answer the phone, wait on the counter, fill the orders, and ship the parts. I have a large stock, good prices, and best of all, 30 years of VW repair and restoration experience. When you buy parts from me, you get the best part for free: good, knowledgeable advice and a friendly attitude. I do both air cooled and water cooled, including vanagons. I am a distributor for both Bugpack and EMPI. If I don't have the part in stock, I get nightly FedEx orders from California. I accept VISA/MC/DISC/AMEX. I am open 10-5, Monday-Friday. If you can not make it then, call in your order and you can pick it up after hours at my house, which is just off of I-75 in Cleveland, Tennessee.

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## My Excellent VW Adventure *continued from page 4...*

Why didn't someone tell me about pressure bleeding years ago?!

Another idea I've kicked around for a "low budget" pressure bleeder is a cap with the seal and valve stem, an old air pressure operated windshield washer tank and a bicycle tire pump . . . this could increase the capacity for both pressure and fluid. Just be careful with the amount of pressure you use, you don't want to bust your fluid reservoir. If you don't have a pressure bleeder and can't justify the cost of one your only going to use every couple of years, look around your garage, you've probably got the stuff to make one.

Speaking of brakes, here's a bonus tip that might save your life: First thing you should do when you acquire an old VW is change all 4 flexible hoses and flush the brake fluid. The hoses usually go bad from the inside out. Even if they look good on the outside they could be coming apart or swelling on the inside . . . crud turning loose from

the hose can cause problems in the wheel cylinders and if the hose swells shut it will act like a check valve.

When this happens you can apply the brakes and they will stay locked. They also might be on the verge of busting, which leaves you without brakes. I've had two to bust when I slammed on the brakes . . . I guess I'm a slow learner! After you've changed the hoses and flushed the fluid, make sure the emergency brake works properly. You never know when you might need it . . . I know it saved my butt at least twice!



**Until next month, may all of your VW adventures be EXCELLENT!**

## RAMVY the Beetle's Worldwide Expedition...

There is a die cast model of a Beetle that is in for a worldwide treat. The owners, known as Terry and Gail, are sending this car on a journey of fellowship and excitement. The Beetle will be sent to people all over the world to visit with them for a maximum of one week each before being shipped off to the next point of interest. People are encouraged to fill out the travel journal, take pictures, and send them along with RAMVY (as it is affectionately called) to the next person on the list. This list of people that RAMVY is going to be visiting was compiled from members of RAMVA, the air-cooled VW newsgroup. You can keep up with RAMVY's adventures at <http://www.ramva.org/ramvy/>. RAMVY might even make it this way to the Scenic City...or maybe to the Barefoot residence. Don't worry, I'll share.

## Local VW happenings...

**Athens Travelers Cruise-In 2002**  
Every 3rd Saturday of each month (Jan. through Dec.) 6 P.M. until ? Rain or Shine...Dash Plaques...No entry fee.  
Info: Danny @ 744-7425  
Jerry @ 745-3520  
Charlie @ 745-4140  
Big Lots, Athens, TN

**Starting in April...DAV Open Car Show**  
2nd Saturday night @ 6 P.M. each month  
K-Mart parking lot in Cleveland, TN



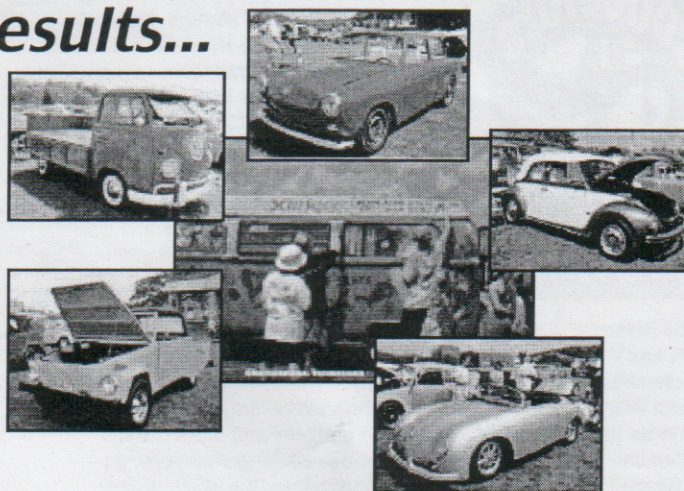
# Bug-A-Palüza 4 Show Results...

(Winners are listed from 1st to 3rd)

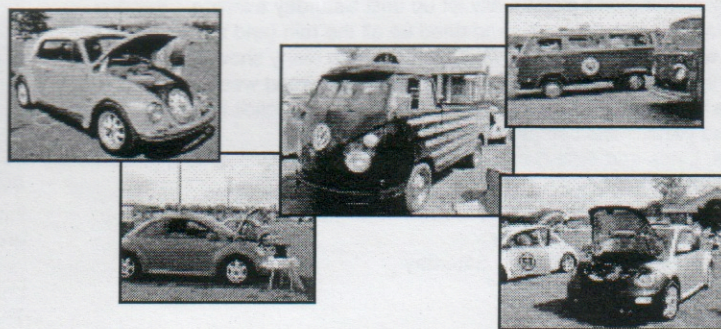
<b>Class 1 Beetle Early</b>	Kathy Gober 1957 Beetle Waymon Kile 1966 Beetle Lane Miner 1963 Beetle
<b>Class 2 Beetle Late</b>	Max Biller 1996 Mexican Beetle Roger Lynn 1970 Beetle Tom Davis 1970 Beetle
<b>Class 3 Super Beetle</b>	William Schueler 1974 Sun Bug Ralph Murphy 1971 Super Beetle Paul Legen 1971 Super Beetle
<b>Class 4 Cabriolet Beetle</b>	Leonard Thurman 1961 Beetle Johnny Watkins 1979 Super Beetle Fred Wilson 1978 Beetle
<b>Class 5 Beetle and Super (Custom)</b>	Brook Jones 1972 Super Beetle Louis Donelson 1962 Beetle Scott Jones 1966 Beetle
<b>Class 6 Ghia Coupe</b>	Ryan Smith 1971 Ghia
<b>Class 7 Ghia Cabriolet</b>	Vince Rayburn 1961 Ghia
<b>Class 8 Ghia Custom</b>	Robert Waters 1974 Ghia Slick & Kay James 1968 Ghia



<b>Class 9 Type 2 Early</b>	Mark Adena 1967 Single Cab
<b>Class 10 Type 2 Late</b>	Vincent Gibson 1968 Type 2
<b>Class 11 Type 2 Camper</b>	Anthony Henderson 1976 Westy Lamar Lewis 1977 Westy Russ Jackson 1978 Westy
<b>Class 12 Type 2 Custom</b>	Jenny & Terry Wakefield Single Cab (no year given) David Wright 1966 Type 2 Lebron Holland 1963 Type 2
<b>Class 13 Vanagon Eurovan</b>	Don Barrie 1992 Crew Cab
<b>Class 14 Type 3 &amp; 4</b>	James Cook 1969 Fast Back Wolfgang Peter 1966 Ghia Type 3 Travis Keedy 1966 Fast Back
<b>Class 15 Type 3 &amp; 4 Custom</b>	No Entries
<b>Class 16 Thing Stock</b>	Tim Jones 1973 Thing David Ratigan 1974 Thing Nick Jones 1973 Thing
<b>Class 17 Thing Custom</b>	Alan Fordham 1973 Thing
<b>Class 18 Rail Buggy (Show)</b>	Doug Uren 1972 Rail Allen McDonald 1967 Rail Daniel Helton Rail
<b>Class 19 Rail Buggy (Driven)</b>	Mike Chitwood Rail Robby Brewer Rail Scott Roberts Rail
<b>Class 20 Dune buggy/ Kit Cars</b>	George Kittrell 1968 Dune Kevin Smith (no info) Alan Humphrey Allison Buggy
<b>Class 21 Baja/Off Road</b>	Steve Cole 1967 Baja David Smith 1972 Baja Larry Breedlove 1969 Baja
<b>Class 22 Air-Cooled Daily Driver</b>	Jerry Carpenter 1974 Super Beetle David Lowery 1967 Beetle Nigel Poland 1973 Beetle
<b>Class 23 Air-Cooled Weekend Cruiser</b>	Winston Ivey 1962 Beetle William Schueler 1974 Sun Bug John Moore 1969 Beetle



<b>Class 24 New Beetle Stock</b>	Chris Waldron 2002 New Beetle Dee Keedy 2002 New Beetle Michelle Hartline 1998 New Beetle
<b>Class 25 New Beetle Custom</b>	Jai Johnson 1998 Herbie New Beetle Calvin Lawrence 1998 New Beetle
<b>Class 26 Water-Cooled Stock</b>	Lauren Scott 2001 Golf Bryan Stewart 1992 Jetta Gabriel Miller 1994 Jetta Daniel Atkins 2001 Jetta Newton Robinson 1999.5 Jetta Travis Young 1996 Golf Mike McCain 1986 Cabrio
<b>Class 27 Water-Cooled Custom</b>	Shasta Johnson 1996 Cabrio
<b>Class 28 Water-Cooled Cabriolet</b>	Jai Johnson 1998 Herbie New Beetle Raymond Miller 1981 Scirocco Michael Ayers 2001 GTI
<b>Class 29 Water-Cooled Daily Driver</b>	Anthony Henderson Formula Vee Race Car Bill Chapman Trike Rick Ormes Trike
<b>Class 30 Special Interest</b>	Tommy Skidmore 1962 Beetle Herb Keedy 1967 Type 2 Christine Couch 1972 Beetle Cabrio
<b>Class 31 In Progress</b>	



## Special Awards:

<b>Best of Paint</b>	- Louis Donelson 1962 Beetle
<b>Best Engine</b>	- Robert Waters 1974 Ghia
<b>Best Interior</b>	- Tom Davis 1970 Beetle
<b>Best of Show</b>	- Kathy Gober 1957 Beetle
<b>Long Distance</b>	- Don Barrie 1992 Crew Cab
<b>Peoples Choice</b>	- Mike Teutsch (Chevron Beetle Toy)
<b>Club Participation</b>	- Southeastern Volkswagen Club
<b>Roughest VeeDub Running</b>	- Zen Hendricks & Jesse Quillen 74 Sun Bug
<b>Oldest VW in attendance</b>	- Kathy Gober 1957 Beetle
<b>You drove that from where?</b>	- *Daniel Helton Rail Buggy

\*Daniel Helton drove a rail buggy from Mobile, AL.





Hello, fellow VW lover-type people. The toy people are being very friendly to us right now. Hot Wheels, for starters, has just released a 1/18th drag Bus. This time it is black with yellow and red flames...very sharp. One of the nicest ones is the pink and white 100% slammed early T2 panel. Then there is the limited edition M.A.C.E. (Midwest Air Cooled Enthusiasts) Bus. This Bus is very nice. It is yellow, white, and black with MACE printed on the side. Now for some soon to be released stuff. The second annual East Coast Hot Wheels nats will have a very cool purple Bug with flames and whitewall tires and

will be limited to 4000 pieces. There is also a Bug being released in the 100% Hot Wheels set it is being pictured with blue paint, flame graphics, and checkerboard with real rubber tires. There will be a new Limited from the Hot Wheels Red Line web site. This will be the small drag Bus. It is said to be bright chrome with pinstripe graphics and looks like it has red line tires. Hot Wheels will also be releasing a customized VW Single Cab. It is based on the 1/18th drag Bus which is very much like the very first drag Bus, except it is yellow and blue with flames. It should be out by May.

Now for the Matchbox stuff. Matchbox is releasing a series of cars called Across America. It is a 50 car series. So far I know of 3 VWs that are in this series. Massachusetts is a '62 Bug, Delaware is a New Beetle, and Georgia is a '67 Bus. I have seen a 9/11 relief Bus I am trying to find out more info and will post it on the web site later. There are some new cars in the Avon catalog...a Bus and a Bug that are painted up with Rice Krispies graphics. Now for the coolest thing that I have seen in quite awhile. Johnny Lighting is going to be our best friend, for they are going to be releasing a 6 car set called "Volkswagen, The Legendary Comeback Car". This set is VERY COOL! It consists of a '65 21-window Bus in red and white, a '66 Bug in blue, a '66 Bug in white, a '66 Single Cab in green, a '98 New Beetle in silver, and a '01 New Beetle in yellow. And if Johnny Lighting continues what they do with every other set they will repaint these cars several times. Oh boy, oh boy.

Until next time, look up and look low. They're out there...go find them!  
By Eldon Eskridge

## Blatant Plugs...

**AABCO Automotive Remanufacturers, Inc.**

A small family-owned business is located at the corner of Cemetery Avenue and East 14th St. This is a business that each of us needs to be aware of and utilize. It is AABCO Automotive Remanufacturers, Inc. John Thacker is the big man who runs the place as well as owns it. I have been acquainted with John for several years now and know first-hand of the quality of work that is done there. "What kind of business is this", you may ask, "that we as Volkswagen owners and lovers need to know about?"

John and his employees (family) rebuild starters, generators, and alternators. I have taken starters off of a 1948 Ford 8N farm tractor with a 6 volt system and Jay in the back didn't even bat an eye. The starter came back better than brand new. Russ Jackson had problems with his starter off his 1978 Westy. He called the local commercial parts houses and received prices ranging from \$70 to over \$100 for a rebuilt starter. I took the starter to John and they rebuilt it for less than \$60. Their prices are hard to beat and



the fact of having the face of the rebuilder to look at and talk to is UNBEATABLE! I will admit that Russ had a problem with his starter a couple of months after AABCO rebuilt it, but he took it off and took it back where it was repaired in just a matter of a few minutes and Russ was back on the road. This was the first

time in over 25 years of having business dealings with John that I know of anything having to go back for re-repair.

John's family is an important part of the business. His wife Jean and son Mark are mainstays in the business. Jay Thacker can take apart any starter, generator, or alternator blindfolded, repair them and put them back together along with Carl Morton. The other employees of equal ability are Bobby Morton and Mike McDonough.

You can name your own transportation device; airplanes, cars, trucks, boats, tractors, lawn mowers, but most importantly our beloved Volkswagens, and John and his bunch can fix it as far as starting, generating or alternating is concerned. Pay them a visit at 1402 Cemetery Avenue or call them at 756-5947. The business is located one block off Central Avenue on Cemetery Avenue just north of East Main Street in downtown Chattanooga. Tell John that Herb and the Scenic City Volks Folks sent you.

## Circle Yer Wagens...

The Sevierville show was a wet one this time. The rain started on Friday morning and didn't really let up until Saturday evening. Sunday morning, the sun came out and dried up all the rain (and the itsy-bitsy spider...wait, that's not right). There were not as many show cars as there were in previous shows, but the spirit of the weekend was in full force. There were plenty of vendors for us to purvey and solicit for those rare and wanted parts. The campers from SCVF included:

Travis, Linda and Talia Barefoot  
Lamar and Cindy Lewis  
Anthony and Misty Henderson  
Zen Hendricks and Jesse

Those that showed up on Saturday:

Herb and Dee Keedy  
Russ Jackson  
Kyle and Betty Guthrie  
Richie Edmonson  
Leonard Thurman  
Alvin and Lois Vaughn  
Alan Humphrey  
Jai Johnston  
Kevin and Kelsey Wilson

We had a good time, in spite of the weather. Even if it hadn't stopped raining, I would still have been glad to help support another VW club. I also found parts for the Dubs and toys for Talia and for myself, so the trip was worth it!

By Travis Barefoot

### May 4th and 5th

Well...it was a wet and cool weekend for Circle Yer Wagens. Mother Nature decided that the area needed rain, and that was just what they got...lots of rain. Despite the wet weather our Volks Folks who attended enjoyed their weekend.

The Barefoot, Henderson, and Lewis families met at 7:00 Friday morn-



ing at the Bi-Lo in Ooltewah to caravan to Sevierville. There were three green Westfalias, a Eurovan, and two New Beetles in the caravan. We headed up I-75 North to the Lenoir City exit and took the back way in from Lenoir City. We arrived at the show grounds around 11:00 to setup camp. The rain held off until we had our campsites setup, but it started raining shortly after and continued to rain and rain. The temperatures were cool, so the next task was to go in search of some warmer clothes, since all of us was expecting warmer temps and weren't quite prepared for the cooler temps.

The rain continued throughout Friday and Saturday and Saturday night until mid-morning on Sunday, giving us a few breaks from the rain throughout the day. But we stayed mostly dry thanks to the club's two EZ-ups which became not only our T-shirt sale area, but our gathering place as well. Zen and Jessie arrived Saturday afternoon to setup camp and spend the rest of the weekend camping with us.

Sunday proved to be much better. After the rain and clouds moved out mid Sunday morning...IT GOT HOT. The sun was really bearing down on us. We immediately traded our newly acquired warmer clothes for the clothes we originally brought with us...shorts and T-shirts.

The rest of Sunday was great...lots of parts shopping with some pretty good deals being made from what I understand. The nicer weather on Sunday turned what we were afraid would be a disaster weekend with few show cars and vendors...into the usual hustle and bustle of show cars, vendors, and spectators at the show.

By Lamar Lewis